



***Bicycle/Pedestrian
Advisory Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area***

Chairman

Ted Silver

Members

Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Janis Davis

Louis Foster

Susan Kairalla

Amado Leon

Carol Preger

Gabrielle Redfern

Claudia Schmid

Eric Tullberg

Contact Information

David Henderson,
Bicycle/Pedestrian
Coordinator

davidh@miamidade.gov

Miami-Dade MPO
111 NW 1 Street, #910
Miami, Florida 33128

305-375-1647
www.miamidade.gov/mpo



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

**NOTE
NEW
LOCATION**

S.P. CLARK CENTER
111 NW 1 ST.
CONFERENCE ROOM #18-3
MIAMI, FLORIDA

**NOTE
NEW
LOCATION**

AGENDA

**MEETING OF WEDNESDAY, FEBRUARY 22, 2006
AT 5:30 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF JANUARY 25, 2006
- III. PRESENTATIONS
 - A. NORTH MIAMI BIKE PATH PROJECT – K. Jeffries, FDOT
 - B. PARKS & RECREATION DEPT. UPDATE – J. Blattman, M-DP&R
 - C. MIAMI BEACH PROJECTS UPDATE – C. Leduc, MBch.
 - D. MPO BICYCLE/PEDESTRIAN PROGRAM – D. Henderson
- IV. DISCUSSION ITEMS
 - A. CRANDON BLVD. PUBLIC HEARING – D. Henderson
- IV. INFORMATION ITEMS
 - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - B. JANUARY 2006 PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, FEBRUARY 22, 2006

MEMBERS PRESENT

Brett Bibeau
Louis Foster
Susan Kairalla
Gabrielle Redfern
Ted Silver
Claudia Schmid
Eric Tullberg

MEMBERS ABSENT

Barry Burak
Sheila Boyce
Janis Davis
Amado Leon
Carol Preger

OTHERS PRESENT

David Henderson, Staff
Jae Manzella, Staff
Kevin Kirwin, M-DP&R
Ken Jeffries, FDOT
Colin Henderson, TY Lin – HJ Ross
John Hopkins, Cyclist
Hank Sanchez-Resnik, Cyclist
Tom Burton, Everglades Club

The meeting began at 5:45 p.m.

| <u>ISSUE</u> | <u>DISCUSSION</u> |
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| APPROVAL OF AGENDA | - TS: Since representatives aren't attending, <i>Items III.B&C will be deferred to a later date.</i> LF: <i>Motion to approve the revised Agenda; seconded by GR; vote – unanimous.</i> |
| APPROVAL OF MINUTES | - GR: <i>Motion to approve Minutes of February 25, 2006; seconded by ET; vote – unanimous.</i> |
| NORTH MIAMI BIKE PATH PROJECT | - KJ: The City of N. Miami received ISTEAF funds. FDOT built the FIU Biscayne Bay campus. Some funds were leftover; so, <i>a connection to Biscayne Blvd. is being developed.</i> GR: Inquired how the funds were acquired. TS: Intermodal Surface Transportation Efficiency Act funds were Congress' 1 st attempt to set-aside money for projects other than highway construction. Each year, more set-asides are approved by Congress. DH: Most funds are usually grouped into a larger package that Congress approves. In the early 1990's, they realized most of the national highway system had been built, and decided to shift funds to other activities. Extraneous projects are usually added onto other legislation; this was an attempt to not only legitimize these projects; but, to add guidelines for the use of funds. Aventura and North Miami Beach also benefited during the 1 st year of funding. This current project connects to the original N. Miami project. GR: Inquired why the funds haven't been spent all these years. KJ: The City never requested them, or made a proposal to satisfy the requirements. The project is 1.4 miles; <i>8/10th of that will be bike lanes</i> ; the actual costs may differ than the requested amount. The City is developing the 60/90/100% design plans. TS: Inquired if County review will be performed. DH: <i>M-DPW will review these plans</i> ; a BPAC review can be scheduled. KJ: There are still security issues FIU has which need to be addressed. The bikeway is intended to eventually link to Oleta State Park. DH: A "backdoor" gate to the park would be great. KJ: <i>Once the City develops initial design plans, he will ask for a BPAC presentation.</i> JM: This project represents part of the <u>North Dade Greenways Plan</u> . ET: Inquired the NDGP calls for the bikeway to link to Biscayne Blvd. JM: It is supposed to link to (a future path along) the FEC R/R. TS: Welcomed any project that completes a segment of the overall Master Plan. |

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| | <p>GR: Also concerned with the disconnect from Biscayne Blvd.</p> <p>JM: ROW constraints may limit a dedicated facility. This area is very commercialized.</p> |
| MPO BICYCLE/ PEDESTRIAN PROGRAM | <p>- TS: Comm. Souto had requested a synopsis of bicycle activities in the County. <i>At tomorrow's MPO meeting, DH will be presenting his findings.</i></p> <p>DH: The purpose of the MPO B/P Program is transportation funding, with a main focus on cycling and walking for work, shopping, school, and social trips. According to Census data, 4000 bike to work. The <u>Bicycle Facilities Plan</u> identifies a network of major roads and greenway paths. Greenway projects were developed through the North and South Greenway master planning process; and, typically follow linear features, such as waterways, railroads, and expressways. Major roads allow cyclists the most-direct route to major destinations; and cross barriers, such as canals and expressways. Over \$30 million has been earmarked through the TE program and Building Better Communities bond program; local funds and special federal appropriations have also been used. Piggybacking on other transportation projects is the most efficient way to build bikeway projects. For example, <i>the MDX is building a couple miles of trails along with their Hwy. 836 Expansion project, (between NW 87/107 Aves.) The Army Corp. of Engineers is building a Snake Creek Greenway extension along with it's environmental project.</i> Over \$60 million has been spent through the TE program, which was prioritized by the MPO.</p> <p>GR: Inquired if the purposed was to expose the scarcity of bikeways in the County, or to show off how well things are going.</p> <p>DH: A little of both. There is currently \$30 million available for bicycle projects.</p> <p>DH: The MPO Safety Program has provided materials and assistance to various groups/events, as well as suggested solutions to high-crash corridors/intersections. A chart depicts a reduction of crashes since the Safety Program has been in effect. Plans and studies are conducted independently and in conjunction with other municipalities. The BPAC meets monthly to discuss b/p issues; these include: FDOT widening of NW 107 Av.; Krome Av. study; and, the MIC. Transit upgrades and the Rickenbacker Cswy. have also been discussed recently. The key to success is partnerships with other agencies.</p> |
| CRANDON BLVD. PUBLIC MEETING | <p>- DH: A M-DPW representative has informed him that the contract has been awarded. However, the County Commission has to authorize work on this historic roadway; this includes a public hearing, which is scheduled on March 7, 2006. Anyone interested can contact their respective Commissioners to support this item. He is unaware of opposition.</p> <p>ET: Inquired as to the project design.</p> <p>DH: Basically, this will be an extension of the current bike lanes, up to Bear Cut Bridge. <i>Work won't commence until the tennis tournament is over. Phase 2 includes resurfacing the causeway; Phase 3 completes the resurfacing to the toll plaza. The Village of Key Biscayne is reconstructing Crandon Blvd. to extend the bike lanes to the State Park.</i></p> |
| PUBLIC WORKS UPDATES | <p>- TS: Since Mr. Cohen is not present, this item will be skipped.</p> |
| MISCEL- LANEOUS | <p>- ♦ DH: Inquired if there were more bikeways being considered at FDOT.</p> <p>KJ: No.</p> <p>♦ GR: Inquired if the City of Miami Beach had contacted him regarding comments the MB Bikeways Committee made on the Collins Av. project.</p> <p>KJ: No.</p> |

◆ DH: A M-DPW representative has informed him that some barriers have been removed around the Venetian Toll Booth; and, they plan an internal meeting to discuss other issues, such as the sharp turn onto the path going eastbound. *It will take 2-3 years for all the improvements along this corridor to be complete.*

◆ DH: Every year, the MPO hosts a televised group Advisory Committee meeting. *This has been rescheduled for March 29, 2006.* He inquired if the BPAC desired regular meeting that month as well.

GR: *Motion to hold a regular BPAC in March; seconded by SK; vote – yes.*

DH: The TIP Interactive meeting is intended to allow transportation agency staff to make presentations, as well as an opportunity for the public to ask questions, either in person, or by phone/fax/e-mail (which are read by Advisory Committee members.)

JM: There isn't discussion of issues by members, it's a venue for staff and the public.

◆ ET: He provided a handout on sweeper costs. For \$35,000 one could handle the 14 miles of official County bike paths that can be access from the Deering Estate Maintenance Garage. Expanding the sweeper program countywide would cost \$80,000; this would require a truck and trailer as well. A County employee could multi-task to ensure automobiles aren't parked on the paths, and landscape is maintained. This project would be significant to the overall safety and appearance of County bike paths. He submitted a UPWP suggestion to determine countywide maintenance needs. These amounts don't include employee costs.

TS: Hesitant to submit something without those figures included.

ET: Existing staff could handle the demonstration project; countywide would require additional staffing.

BB: This is a critical issue; maintenance is directly attributed to use. Although ET's research helps; perhaps a 1st step would be a report by the respective agencies as to their current maintenance efforts.

TS: During a previous BPAC inquiry it was stated that the original M-DP&R sweeper was transferred to M-DPW, and subsequently "lost".

DH: *He will ask the respective agencies to make presentations at the March 22, 2006 meeting.* There are reoccurring costs, besides buying a sweeper.

TS: Would prefer an Assistant County Mgr.-level representative to attend the meeting and acknowledge there is a problem; as well as to promise efforts will be improved.

DH: *Will attempt to bring someone of authority.*

TS: It is also imperative to define what areas are under which authority.

JH: His wife has had several tires ruined within the last few months because of glass on the South Dade Trail. South of SW 136 St., conditions deteriorate quickly. It is an embarrassment.

HS-R: He is concerned with maintenance on the Rickenbacker Cswy. Motorists are throwing bottles on the side of the road, which smash into pieces, causing hazardous conditions for cyclists.

◆ TS: He has asked DH to assist with a public relations effort to familiarize the public, agency staff, and elected officials of the BPAC's presence and function. The last few years of attending MPO Board meetings have had an effect. DH's B/P Program report is a result of discussions by MPO Board members at a previous meeting.

GR: Agrees. The old adage was: "Know who your representative is." But, really it's "Make your representative know who you are." TS has made great progress in this area.

◆ GR: *The City of Miami Beach is embarking on an origin/destination study, in*

conjunction with the Coastal Communities Transportation Master Plan. The purpose is to track automobile migration from the County line to the end of Miami Beach. There are 3 major and 12 minor zone that have been identified. Usually, only a 4% confidence zone is produced. Using cameras for 6 hours a day, the new process will take snapshots of license plates. She would like the City to expand the project to include bicycle trips, both on a weekend and weekday. She was hoping the Miami Beach Bicycle Coordinator would be in attendance to provide a status report of bicycling improvements. The City has had \$7.5 million earmarked for projects in the last 9 years that haven't been spent. This study may bring attention to the large amount of cyclists in the city. Political leaders seem oblivious to them, nor do they consider the lack of accommodations of any consequence.

TS: Concerned that a low number of cyclists would prompt to planners/engineers to determine there isn't a need for dedicated facilities. Many areas are unsafe, so there aren't cyclists there; build safe accommodations, and they will come.

GR: Assures that many cyclists will be counted. This study determines prospective travel.

TS: For years the County's drastic body count (one of the highest in the nation) has not motivated those responsible to make accommodations; doubts the number of cyclists traveling the roads will persuade them either. Publicizing dire statistics haven't worked.

GR: Those statistics are rarely given out. It's mostly about how great Miami is. She's hoping the BPAC will support her efforts. This may persuade the City, since the BPAC advises the MPO (as to fund allocations).

DH: The MPO has already included a bicycle count study into the 2007 UPWP. Most likely FIU students will be used to stand by the roadways and count cyclists at key locations, such as: where large numbers of cyclists are known to ride; and future project sites. The coverage wouldn't be as complete as the Coastal Community project, and it would be at least a year before data is compiled.

GR: *The CC is expected to be finalized in May.*

SK: Once counts are made, you can argue that cyclists are taking a risk in riding with poor accommodations and this would increase once proper accommodations are in place. During bicycling events, you could have cyclists sign a form that says they don't ride or avoid areas because of a lack of accommodations.

SK: She knows people that have given-up cycling to areas because of the risks involved.

GR: Counting cyclists would be a different methodology than the license plates, so more funds would need to be allocated; but, this opportunity doesn't come around often.

GR: *Motion to urge the City of Miami Beach to amend and expand the Coastal Communities Transportation Technical Study to include both weekday and weekend "snapshots" of bicycle traffic in and out of the study zones; seconded by SK; vote – unanimous.*

DH: *He will transmit this request to Miami Beach's Bicycle Coordinator and other staff.*

◆ BB: He read about a greenspace consortium, which promoted the ability to ride from Coconut Grove to Downtown Miami. He asked DH for more information.

DH: The Great Parks Summit was held last week as a kick-off meeting.

BB: *Requested a BPAC presentation, as well as to become a partner in this endeavor.*

TS: Inquired why the BPAC has to request this.

DH: He has been participating in this project, as well other projects with M-DP&R.

TS: Inquired if this was just a repackaging of existing plans.

DH: There is more to it. It was nice to see that greenways received a lot of press; but, this open space master plan looks at many factors on how to improve the County.

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| | <p>BB: He was disappointed that the <u>Miami Herald</u> article didn't mention the BPAC or the M-DB/P office. Whatever plan is developed, <i>it should have a chapter on maintenance and security. Special events should be mentioned.</i> All these encourage people to use the parks.</p> <p>◆ BB: Another <u>Miami Herald</u> article mentioned the City of Miami traffic safety initiative, which has a focus on pedestrian safety. As part of their education efforts, <i>he would like a police representative to make a presentation to the BPAC.</i></p> <p>◆ TS: <i>On March 26, 2006 the Everglades Bicycle Club will be hosting their annual Snowbird Century (various mile) rides, starting from the Fruit & Spice Park.</i> He encouraged everyone to obtain registration packets at their local bike shop, and to tell other cyclist about the event.</p> <p>TB: <i>This year we'll be going thru Chekika Park and the Southern Glades area.</i></p> <p>◆ BB: <i>The Miami Riverday Festival will be held on March 25, 2006 at J. Marti Park. B/P staff will have a booth and will serve as bicycle valet.</i></p> <p>SK: <i>On the same day a Walk-A-Thon will take place at Tropical Park.</i> Perhaps participants can be persuaded to attend both events if flyers are available for both.</p> |
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- *The meeting was adjourned at 7:30 p.m.*